

NCDOT Prioritization 3.0 Project Summary

SPOT ID: H140839

Mode: Highway

Status: Submitted

US-17 BYP , SR-1357 (Shallotte Bypass, Smith Avenue)

From/Cross Street: Intersection of US 17 Bypass (Shallotte Bypass) and SR 1357 (Smith Avenue)

To:

Length: 2

Specific Improvement Type: 7 - Upgrade At-grade Intersection to Interchange or Grade Separation

Project Category: Statewide Mobility

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$7,130,000

Description:

Upgrade at grade intersection to interchange

Division(s): Division 3

County(s): BRUNSWICK

MPOS(s)/RPO(s): Grand Strand Transportation Study Area

Project Location



Statewide Mobility Total Score: 24.29

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Multimodal + [Freight & Military] (20%) 18.89	N/A	N/A
Congestion (V/C) (30%) 34.71		
Safety (10%) 83.35		
Economic Competitiveness (10%) 2.92		
[Travel Time] Benefit/Cost (30%) 4.92		
Totals: Weight: 100% Weighted Score: 24.29		

Regional Impact Total Score: 55.64

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (25%) 83.35	Percent: 15% Points: 94	Percent: 15% Points: 100
Multimodal + [Freight & Military] (25%) 18.89		
[Travel Time] Benefit/Cost (20%) 4.92		
Totals: Weight: 70% Weighted Score: 26.54		

Division Needs Total Score: 25.5

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 34.71	Percent: 25% Points: 0	Percent: 25% Points: 0
Safety (20%) 83.35		
Multimodal + [Freight & Military] (10%) 18.89		
Totals: Weight: 50% Weighted Score: 25.5		

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	55
Length (miles);	2
Facility Type:	Multi-Lane Highway
Access Control:	Limited
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width:	12
Paved Shoulder Width:	2
Roadway has Curb & Gutter?	No
Volume (AADT):	31879.75
Capacity:	87094.7
Volume/Capacity Ratio:	0.37
% Autos:	94%
% Trucks:	6%
Truck Volume:	1948.04
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	66.7
Severity Index:	100
County Tier Designation:	3
Non-Interstate STRAHNET Route?	Yes
Average Commuting Time:	24
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	95
Actual Congested Speed:	26.42
Travel Time Index:	2.08

Project Benefits

Project Cross-Section:	
Speed Limit:	55
Length (miles):	2
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Other Principal Arterial
TerrainType:	Level
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Travel Time Savings for 30 Years (Total):	1554000
Travel Time Savings for 30 Years (Autos):	1459041.25
Travel Time Savings for 30 Years (Trucks):	94958.75
Long-Term Employment:	24.92
% Change in Economy:	3.34E-05
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	Yes
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 3

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT On!line tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact	Division Needs
Division 3	100%	94	0
	0%	0	0
	0%	0	0
TOTAL Division Points		94	0

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
Grand Strand Transportation Study Area	100%	100	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		100	0

Project Cost and Source

Construction Cost:	\$5,750,000	Cost Estimation Tool
Right-of-Way Cost:	\$1,380,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$7,130,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$7,130,000	